

FORM 124
5-63USE PREVIOUS
EDITIONS

CLASSIFIED MESSAGE

MFG. 7-81

DATE 1849Z 12 DEC 64

S E C R E T

ROUTING	
1	DTECH
2	
3	
4	MD
5	CD
6	DFA
7	OXC
8	RB
9	DDSYT
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13	
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16	

ROUTINE

25X1A

25X1A

IN 62357

ROUTING INT	
1	
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TOR: 1922Z 12 DEC 64

OSA 1-15/12

TO : [REDACTED]

FROM : [REDACTED]

ACTION:

INFO :

TO [REDACTED] INFO [REDACTED] CITE [REDACTED]

OXCAR [REDACTED]

1. FSW NBR 624 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH ABSOLUTE NEED TO KNOW.

FM: [REDACTED]

25X1A

3. ARTICLE 124 COMPLETED FLT NO 277 ON 10 DEC. PURPOSE: TRAINING. MAX ALT: 35M, MAX MACH: 1:10, DURATION: 1:45. NO ENGINE PROBLEMS.

4. ARTICLE 121 COMPLETED FLT NO 156 ON 11 DEC. PURPOSE: FCF. MAX ALT: 50M, MAX MACH: 1.56, DURATION: 0:43. TOGW 101K. AT 1.5 MN RH NOZZLE BEGAN FLUCTUATING, THEN RH STALLED, CAME OUT OF A/B AND SLOWED TO 1.45 MN AND STALL CLEARED. 450 KEAS AT TIME OF STALLS. ACCELERATED AGAIN TO 1.5 MN AND GOT ANOTHER STALL, SLOWED SPEED AND STALL CLEARED. ACCELERATED AGAIN AND GOT STALLS. ALL RH. HAD ROUGHNESS PRIOR TO EACH STALL. CIP'S WERE TOGETHER AND STABLE. AT MAX A/B EACH TIME STALLS OCCURRED. CORRECTIVE ACTION TO BE TAKEN IS PENDING ANALYSIS OF FLT DATA.

USAF review(s)
completed.

S E C R E T

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

[REDACTED] (IN 62357)

S E C R E T

PAGE TWO

5. ARTICLE 131 MADE GO 29 ON 12/11/64. MAX ALT: 78.5, MAX MACH: 2.8, - TOGW 111K - 1 HR 12 MIN. [REDACTED] PURPOSE: 25X1A PERFORMANCE. NO ENGINE PROBLEMS.

6. ARTICLE 132 MADE GO NBR 26 ON 12/11/64. MAX ALT: 74.5M, MAX MACH: 2.8 - TOGW 118K - 4:20. [REDACTED] - PURPOSE, 25X1A TRAINING. MADE TWO AAR'S. HAD AD'S WITH SOME L SYSTEM HYDRO FLUCTUATIONS. NO ENGINE PROBLEMS.

7. ARTICLE 134 MADE GO NBR 5 ON 12/11/64. MAX ALT: 75M, MAX MACH: 2.53 - DURATION: 0:50 - TOGW 124K [REDACTED] 25X1A PURPOSE, PERFORMANCE. NO ENGINE PROBLEMS.

8. NO FLIGHTS TO MADE 12/12/64.

END OF MESSAGE

S E C R E T